



ARLINGTON FINANCE COMMITTEE
MINUTES OF MEETING
O'NEILL ROOM
7:30 PM 4/12/17

ATTENDEES:

Deyst	White*	Caccavaro	Kellar*	McKenna*
DeCoursey	Wallach	Harmer*	Gibian*	
Tosti*	Foskett*	Bayer*	Duvadie*	
Russell*	Beck	Jones*	Deshler*	
Franclemont	Howard*	Fanning*	Vacant	Diggins*

*Indicates present

VISITORS: Deputy Town Manager Sandy Pooler, Treasurer Dean Carman (with sons Nathan & Spenser)

MINUTES of 3/27/17 Approved as corrected. Unanimous

ART 44 MINUTEMAN TECH: The vote on 3/6 was reconsidered to include a post grad assessment of \$6,750. VOTED 4,291,333. Unanimous.

RESERVE FUND TRANSFERS: Pooler requested the following amounts (Ref 1)

VOTED to transfer \$250,595 to a school capital fund to replace the Ottoson HVAC equipment. Unanimous.

VOTED to transfer \$25,000 to the Legal Dept to fund part of a wrongful death settlement. Unanimous
McKenna to check w/ the BoS concerning elections to replace Senator Donovan.

ART 34 CAPITAL BUDGET: Foskett requested reconsideration of the vote of 3/8 (Ref 2). Gibbs is over budget by about \$2,000,000. After taking into consideration allowable increases within the exempt appropriation, \$1,000,000 must be found. Foskett described the way the CPC plans to accomplish this within the non-exempt capital plan. Arlington received a \$500,000 grant from the state. This grant requires matching funds. The Stratton School is expected to come in \$1,500,000 under budget. However not all the authorized funds have been borrowed. Sufficient funds seem to be available. Although Foskett & Pooler think bond counsel approval is likely, it has not yet been received.

VOTED to approve the general plan laid out in Ref 2, leaving the CPC to work out the details. 10-2-1.

ART 26 & 39 PARKING DISTRICT: Pooler provided a memo (Ref 3) that addresses most of the questions raised on 3/15 & 3/22. This memo has a map showing the parking district and a review from the Planning Dept of the history of the planning for this district. Tosti proposed a vote (Ref 4) that specifies a budget for operating the district and requires the balance, \$274,764, to be appropriated by a future Town Meeting. He was advised that no article in the upcoming Town Meeting could appropriate this balance.

VOTED to approve the vote as detailed in Ref 4. Unanimous.

UNAPPROPRIATED REVENUE: All budgets & articles have been voted. Jones stated that \$491,793 remains. The snow & ice budget was voted \$946,000 on 3/22. Deshler computed that an additional \$126,414 would match 75% of the 10 yr avg. She also computed that it would take \$194,708 more that the voted amount to reach 80% of the 10 yr avg.

VOTED to increase the snow & ice budget by \$194,708 for a total of \$1,140,708 and to add the remaining un-appropriated revenue, \$297,085 to the override stabilization fund. Unanimous.

COMMITTEE: The Report will be printed next week. Hard copy will be available on first night of Town Meeting. The next meeting will be at 7:30 PM Monday 4/24 in the Lyons Room before the Town Meeting.

RESERVE FUND Balance: \$1,454,431 - \$250,595 - \$25,000 = \$1,178,836.

Peter Howard 4/13/17

Ref 1 Memo Deputy Town Manager to FinCom, Reserve Fund Transfers

Ref 2 Capital Plan Update

Ref 3 Memo Deputy Town Manager to FinCom, Parking Articles 26 & 39

Ref 4 Art 39 Vote

Ref 1



**Town of Arlington
Office of the Town Manager**

Sanford M. Pooler
Deputy Town Manager

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Arlington MA 02476-4908
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Website: www.arlingtonma.gov

TO: Finance Committee
FROM: Sandy Pooler, Deputy Town Manager *SMP*
DATE: April 12, 2017
RE: Reserve Fund Transfer Requests

Ottoson HVAC System

The Facilities Director and School Superintendent have asked me to forward a request to transfer \$250,595 from the Reserve Fund to an account to pay to replace the HVAC unit on top of the Ottoson Middle School. They report that this unit will not function through next winter and they request the funds now so they can start work to replace it. I have attached a contract they have executed, pending funding, for the work. They anticipate that Eversource may rebate as much as \$9,950 of the total project cost.

Law Department Settlement

The Legal Department requests a Reserve Fund transfer to its budget of \$25,000 so it can settle a wrongful death claim brought against the town by the family of an individual who died after being held in custody by the Arlington Police. The total settlement is for \$75,000

Reserve Fund Balance

The current Reserve Fund Balance is \$1,454,430.88. The balance will be \$1,178,835.88 if the Committee approves these transfers.



Division of Thielsch Engineering, Inc.
1341 Elmwood Avenue
Cranston RI 02910

CONTRACT

This contract is entered into between RISE Engineering and Customer for work as described below:

DATE	3/31/2017
CUSTOMER	Town of Arlington - Ottoson Middle School
ATTENTION	ATTN: Ruthy Bennett - Director, Facilities Dept.
ADDRESS	63 Acton St
CITY, STATE, ZIP CODE	Arlington, MA
TELEPHONE	(781) 316-3113

RISE Engineering agrees to provide the labor and materials to furnish and install the following:

Ottoson Middle School - RTU-1 Replacement - TRANE Multi-zone - Turnkey Installation

- Disconnect and make safe electric and gas feed to RTU-1. Recover all refrigerant from unit
- Apply for permit and police detail for hoisting and rigging.
- Remove old RTU-1 from roof and transport for disposal. Includes weekend or premium time.
- Clean and prepare curb surface for new RTU-1.
- Rig, Hoist and set new unit in place. Includes weekend or premium time.
- Furnish (1) Trane 40 Ton Voyager III multizone package unit per attached specification.
- Make electrical and gas connections. Test gas piping and call for plumbing and electrical inspection.
- Test and commission all new HVAC equipment, controls and wireless sensors.
- Include: Twelve (12) months Material and Labor warranty

Clarifications:

- The pricing in this proposal is based on prevailing wage rates and work being performed during Monday through Friday weekday business hours except where noted otherwise
- If local inspection agency requires stamped drawings to secure permit, additional charges will apply.
- RISE Engineering or its sub-contractors are not responsible for any delays caused by weather, federal, state or local officials, or any other circumstances beyond RISE Engineering's control.
- RISE Engineering or its sub-contractors are not responsible for remediation, removal, abatement or repair of any asbestos or contamination and it is not included in this scope of work.
- Customer must provide unimpeded access to the worksite.
- Deficiencies found during the preliminary inspection prior to the commencement of work will be reported to the facilities director to determine the course of action. RISE Engineering is available and prepared to make repairs or to replace any existing equipment for an additional fee exclusive of this agreement.

Cost to Customer	\$	250,595.00	
Electric Incentive	\$	7,250.00	
Gas Incentive	\$	2,700.00	**All incentives are estimates pending approval from Program Manager**
Net Customer Cost	\$	240,645.00	

Terms

2. An initial payment of 33% of the project cost of \$82,696 is required with contract authorization. A second payment of \$82,696 is required on delivery and the final balance shall be due within thirty days of completion.
3. RISE Engineering will receive and apply the incentive amount from the Program Administrator(s) for this project. Upon final inspection and approval by RISE Engineering and Customer, Customer agrees to remit final balance due to RISE Engineering within 30 days of invoicing. Interest of 1.5% will be charged monthly on any unpaid balance after 30 days.
4. Any defect in materials, design, or installation found within one (1) year of installation date will be remedied without charge and within a reasonable period of time.
5. All work to be completed in a workmanlike manner according to standard practices.
6. Contract cost includes any permit(s) required by law for this installation. Prior to, or during installation, RISE Engineering (at its sole discretion) may choose not to proceed further with the installation for reasons relative to safety or discovery of unforeseen conditions.
7. Any change from the above specifications involving extra costs will be executed only on written orders, and will become an extra charge over and above the contract amount.
8. ~~RISE Engineering is responsible for disposal of disabled materials related to the project.~~ (PR)
9. Pricing is valid for 30 days from above date.

NOTE: THIS CONTRACT MAY BE WITHDRAWN BY US IF NOT EXECUTED WITHIN 30 DAYS.

Acceptance of Contract - The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payments will be made as outlined above.

RISE Authorized Signature / Date:

3/31/2017

Customer Signature / Date:

Finance Committee reserves the right to request additional supporting data before action.

Capital Plan Update

Wednesday, April 12, 2017

5:21 PM

The Capital Vote is not yet ready and we are also halted on the Capital Report. The basic issue is we are waiting for Bond Counsel to rule as to how we can structure the vote.

Our presentation to the Finance Committee was on March 8th. Three significant things have occurred since then:

1. The Town learned around March 12th that the Gibbs project was coming in at a cost higher than the voters voted in the debt exclusion vote of last spring.

For the Gibbs project the town has hired an architect, an OPM and a Construction Manager at Risk. In the latter case, the CM essentially proposes a total cost above which the project cost will not rise and if there are additional costs is at the CM's risk.

The Town went to the voters on the Gibbs debt exclusion with the cost number of \$25 million, which the Town Management built up from the HMFH estimate of 17.7 million, adding soft costs, some outside expenses and reserves. The Manager now believes the CM will be coming in at \$26.9 or \$27 million. Town Meeting has already authorized \$2,550,000 for the preliminary expenditures including the current planning that is ongoing.

Adam and Sandy had a conversation with the DOR and have concluded that the DOR-permissible inflation will be around \$800,000-\$900,000. The net result is that debt excluded funds are about \$1 million short. Al Tosti and I believe that the nonexempt capital budget could handle this additional debt over a 20 year or 30 year amortization period.

2. The Town has learned that we are receiving a for the Mystic Street Bridge, as reported in the newspaper:

Arlington gets \$500,000 municipal grant

Arlington will receive a \$500,000 municipal bridge grant from the state Department of Transportation to replace the small bridge on Mystic Street over Mill Brook near the police station.

"Without this grant, we would have to wait a couple of years to do a bridge replacement. Receiving the fund this year allows us to start immediately and replace the bridge over the next 18 months," said Chapdelaine.

The total cost for the Bridge is \$1.6 million. This grant means that we have to accelerate a \$1.1 million bond in the plan to have matching funds available for the project. We need to borrow this money in 2019. We previously had \$650,000 in the plan for FY 21 and FY 22.

3. The Stratton Project is coming is substantially under budget

Stratton School Project Funding					
Original Project	\$15,793,000				
Turnback 1	(\$1,000,000)				
Turnback 2	(\$500,000)	Estimate; exact figure to be determined when pro			
Total Project Co	\$14,293,000				
Gap/(Surplus)	(\$1,250,000)	Total Project Cost less Total Sources			
Sources					
Issued Debt November 2016					
Perm Finance BAN		\$1,085,000			
Perm Finance BAN		\$3,100,000			
Bond		\$219,000			
Bond (Exempt)		\$8,279,000	Note: Bond and Premium together		
Premium		\$468,000			
<i>Subtotal Debt</i>	\$13,151,000				
Capital Carry fo	\$1,642,000				
Building Sale	\$750,000				
Total Sources	\$15,543,000				

The Capital Planning Committee is proposing the following steps:

Total Project Cost	\$14,293,000
Exempt Debt and Premium	(\$8,747,000)
Project Balance	\$5,546,000
Reduced Capital Carry Forward	(\$392,000)
Project Balance	\$5,154,000
Non-exempt bans and bonds	(\$4,404,000)
Project Balance	\$750,000
House Sale	(\$750,000)
Project Balance	\$0
Recovered Capital Carry-forward	\$1,250,000
Total Exempt Component	\$8,747,000
Total Non-exempt Component	\$4,796,000
House sale	\$750,000
Total Project Cost	\$14,293,000

Where \$1 million of the surplus is used to fund the Gibbs and \$250,000 is used to fund the Mystic Street Bridge debt service for FY 2019 through FY 2022. The \$1 million has not yet been borrowed. The \$500,000 has been borrowed and will be turned back later in the year when the project is closed out. The exact sequencing and vote for these changes is being reviewed by Bond Counsel, Dean Carmen and Rich Viscay.

Indeed the non-exempt Capital Budget can handle the changes, but we need the form of the vote to move forward.

I am respectfully requesting the Finance Committee to support these changes.

Charlie



**Town of Arlington
Office of the Town Manager**

Sanford M. Pooler
Deputy Town Manager

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TO: Finance Committee

FROM: Sandy Pooler, Deputy Town Manager *SMP*

DATE: April 12, 2017

RE: Parking Articles: 26 and 39.

Finance Committee members asked many thoughtful and important questions about warrant articles 26 and 39 relating to the parking benefits district. During the past two weeks, many people interested in these articles have put together the following information that we hope will answer your questions. Members of the Parking Implementation and Governance Committee (PIGC) will attend tonight's meeting to answer any other questions you may have.

Map

Attachment 1 is a map of the Parking Benefits District. It encompasses areas in the Town center where the Selectmen have voted to install parking meters, both in lots and on streets. This area is the extent of the intended parking benefits district. Once Town Meeting endorses article 26, the Selectmen can formally vote to make the designation under Chapter 40, §22A½.

Improvements

The Parking Implementation and Governance Committee and the Planning Department held a series of public sessions to solicit feedback on improvements that could be made within the Parking Benefits District. The following table shows some of the ideas that have arisen so far. The Engineering Division has prepared detailed cost estimates for improvements to the Russell Common Parking Lot and the Park Terrace walkway that goes from it to Medford St. These would likely be the first capital projects to be undertaken in the District. Others would follow in subsequent years, but the order and final costs have not been developed yet.

Project	Comment	Cost
Dormer Way/Park Terrace walkway to Russell Common Parking Lot	See Attachment 2 for details	\$33,703
Russell Common Parking Lot Improvements	See Attachment 2 for details	\$129,613
Broadway Plaza Reconstruction	PBD could supply part of the funding	\$435,000*
Whittemore Park Reconstruction	PBD would supply part of the funding	\$575,000
Benches	Per unit cost. Total cost will depend on how many are installed.	\$2,000
Trees	Per unit cost. Total cost will depend on how many are installed.	\$1,500
Pedestrian Lighting	Per unit cost. Total cost will depend on how many are installed.	\$9,500
Planters	Per unit cost. Total cost will depend on how many are installed.	\$2,000
Trash Receptacles	Per unit cost. Total cost will depend on how many are installed.	\$2,000
Snow Removal	Cost per night. Total cost will depend on amount of snow to be removed.	\$5,000

Questions and Answers

Question. Why not leave the parking revenue in the General Fund?

Answers.

1. General Fund revenue is divided among many expenditures: schools (40%), town departments (23%), health insurance and pensions (18%), capital (5%), etc. In order to spend this new parking meter revenue on parking related expenses, there needs to be a way to segregate the funds for that purpose.

Question. What is special about parking fees?

Answer. Parking fees are set to regulate parking, not to raise revenue. Metered parking is a way to encourage parking turnover, so residents and others can have access to businesses they want to visit. Parking rates are set to influence parking behavior, for example, it is less expensive to park in a lot than it is to park on the street, because PIGC wants to encourage people to park in lots, especially if they are parking for long periods of time.

* Estimate from Mass Av. Phase 2 Conceptual Plan, per VHB. Includes trees, trash bins, gazebo, bike racks, lighting, and new pavement. Does not include changes to Alton Street or Memorial Park.

Question. What other funds are segregated?

Answer. The Town segregates funds for many specific purposes:

Revolving Funds:

- Maintenance of Public Ways
- Private Ways
- Fox Library Community Center Rentals
- Robbins House Rentals
- Conservation Commission Fees
- Uncle Sam Fees
- Life Support Services (Ambulance)
- Board of Health Fees
- Field User Fees
- Robbins Library Rentals
- Town Hall Rentals
- Recycling Fees
- Library Vending Fees
- Cemetery Chapel Rentals
- Council on Aging Program Fees

Recreation Revolving Fund

Antenna Fund (capital spending)

Enterprise Funds:

- Water/Sewer
- AYCC
- COA Transportation
- Recreation
- Ed Burns Rink

School Revolving Funds

Question. Will the General Fund lose revenue?

Answer. No, the General Fund will continue to receive revenue from parking tickets and parking permits. Because ticket revenue is expected to increase, the General Fund will receive at least as much if not more revenue than it does now. What it will not receive is the increase in meter revenue that is attributable to the new street meters.

Question. Could the Parking Improvement District be Expanded?

Answer. Theoretically, yes, but there are many reasons why this is unlikely.

1. Each section of town is unique.
2. Arlington Center is unique in that it is the only part of town that has large parking lots. PIGC deployed parking meters on the streets there to encourage people to use the lots and street parking to turn over at a regular enough pace to facilitate healthy business activity.

3. Placing meters in East Arlington may have the unintended and unwelcome effect of forcing people to park on the nearby residential streets. The major parking challenge in East Arlington is commuters parking there both on Mass. Ave. and on the side streets. Meters are not a likely solution to that problem.
4. Arlington Heights has a very small municipal lot, adjacent to the Sunrise of Arlington Senior Living facility, but the majority of parking is on-street parking along Mass. Ave. There are nearby residential streets, so installing meters along Mass Ave. could encourage unwanted parking on those residential streets.

Enclosures: Memorandum from Laura Wiener
Detailed cost figures for Russell Common Lot and Park Terrace
Map of the Special Parking District



TOWN OF ARLINGTON

MASSACHUSETTS 02476

781 - 316 - 3090

DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT

MEMORANDUM

To: Sandy Pooler, Assistant Town Manager
Cc: Jenny Raitt, Director of Planning and Community Development
From: Laura Wiener, Assistant Director of Planning
Ali Carter, Economic Development Coordinator
Date: April 11, 2017
Re: Parking Benefits District in Arlington Center (Warrant Article 26)

The intent of the proposed Parking Benefits District in Arlington Center is to allocate net revenue generated from meters and parking violations for improvements in Arlington Center. Single-space meters were activated on November 21, 2016. The decision to install these meters was the result of planning activities which began in 2013 and resulted in the Arlington Center Parking Study presented in June of 2014 and adopted by the Board of Selectmen in October, 2014. The study recommended improving parking availability in Arlington Center by encouraging long term parking in the municipal parking lots, and using meters to encourage turnover of on-street spaces closer to stores and restaurants. Meter rates were proposed at \$1 per hour on Mass Ave with a 4-hour time limit and \$0.50 per hour in the municipal lot from 8 am-8 pm with no time maximum within those hours. In addition, the first 15 minutes at any street meter are complimentary with the push of a button. The creation of the Parking Benefits District was a specific recommendation of this study, to improve the parking, shopping, and dining experience in Arlington Center.

Creating parking turnover was the primary goal of parking meter installation, and so far the Parking Implementation and Governance Committee (PIGC) has received feedback from the business community and residents that parking is more available in the Center since the meters have been active. The first monitoring of parking will occur this spring, to assess changes in parking availability since the installation of on-street meters.

To prepare to bring the warrant article for the creation of a Parking Benefits District to Town Meeting, members of the PIGC have reached out to the community for feedback through

surveys and two (2) public meetings. At the meeting held on March 2, 2017, which was primarily for business owners in Arlington Center, we heard feedback that the parking was generally more available since the meters had been installed. Suggestions for improvements included better lighting in Russell Common lot, sidewalk snow removal in winter, improvements to Broadway Plaza, wayfinding signs, and improving neighborhood cleanliness. The second public meeting was held on March 30, 2017, and was open to the general public, business owners and Town Meeting Members. Fifteen people attended this meeting. Most attendees were in favor of creating the district and wanted to focus on suggested improvements. Those suggestions included lighting the Russell Common lot, snow removal, improved cleanliness at Broadway Plaza, support for business owners in the neighborhood, and seasonal decorations. In addition, the Town has sent out an online survey, which will be active until April 21, 2017. So far the survey has had 246 responses and over 92% approve of the creation of a Parking Benefits District.

Attached are quotes for specific improvements that could be funded by a Parking Benefits District in Arlington Center. Though no decisions have been made, general thinking is that the first set of improvements should be made to the Russell Common Parking Lot and Park Terrace, which provides access to the parking lot from Medford Street. Providing a good, accessible, and safe experience for drivers who park in the lot is an integral part of the parking plan.

Also attached is a map of the proposed Parking Benefits District. The boundaries are drawn around the metered area only. The boundaries will need to be approved by the Selectmen.



Engineering Division

**DEPARTMENT OF PUBLIC WORKS
TOWN OF ARLINGTON**

51 Grove Street
Arlington, Massachusetts 02476
Telephone (781) 316-3320 Fax (781) 316-3281

MUNICIPAL PARKING LOT- COST ESTIMATE

**Reconstruction
APRIL 2017**

ITEM	QUANTITY	UNIT	DESCPTION	UNIT PRICE	AMOUNT
120.1	5	C.Y.	UNCLASSIFIED EXCAVATION - CONDUIT	\$ 30.00	\$ 150.00
120.1	122	C.Y.	UNCLASSIFIED EXCAVATION - BRICK	\$ 30.00	\$ 3,660.00
223	2	EA.	DRAINAGE - FRAME & COVER - REMOVE & RESET	\$ 250.00	\$ 500.00
223	1	EA.	SEWER - FRAME & COVER - REMOVE & RESET	\$ 250.00	\$ 250.00
223	3	EA.	CATCH BASIN - FRAME & GRATE - REMOVE & RESET	\$ 275.00	\$ 825.00
223	8	EA.	ELECTRICAL - FRAME & COVER - REMOVE & RESET	\$ 300.00	\$ 2,400.00
472	17	TON	BITUMINOUS CONCRETE PATCHING	\$ 200.00	\$ 3,400.00
580	640	LF.	GRANITE CURB - REMOVE & RESET	\$ 30.00	\$ 19,200.00
701	32	S.Y.	CONCRETE SIDEWALK	\$ 55.00	\$ 1,760.00
460	600	TON	BITUMINOUS CONCRETE PAVEMENT CLASS 1 @ 1 1/2"	\$ 82.00	\$ 49,200.00
464	LS.	GAL.	TACK COAT	\$ 100.00	\$ 100.00
701.2	26	SY.	CONCRETE WHEELCHAIR RAMP	\$ 95.00	\$ 2,470.00
702.1	32	S.Y.	EXCAVATION AND DISPOSAL OF EXISTING SIDEWALK	\$ 8.00	\$ 256.00
751	163	C.Y.	LOAM BORROW	\$ 35.00	\$ 5,705.00
765	488	S.Y.	SEEDING	\$ 2.00	\$ 976.00
804.4	65	L.F.	4" ELECTRICAL CONDUIT TYPE NM - PLASTIC (UL)	\$ 40.00	\$ 2,600.00
	1	.LS.	LIGHTPOLE, BASE & DOUBLE LUMENAIRE	\$ 6,250.00	\$ 6,250.00
				Sub-Total	\$ 99,702.00
				15% Contingency	\$ 14,955.30
				8% Police Detail	\$ 14,955.30
				Total	\$ 129,612.60

Note: These costs are approximate only and were determined using pre-determined item costs specified in the current Town Paving contract. Final costs should be determined from a proposal submitted by the selected contractor. Costs may vary due to unforeseen conditions, weather related events and fluctuating material costs.



Engineering Division

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TOWN OF ARLINGTON**

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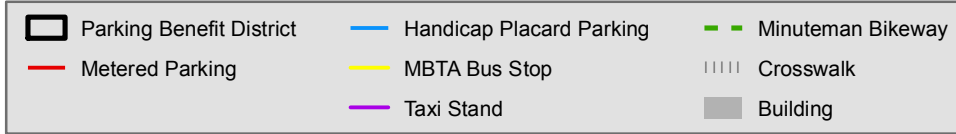
**PARK TERRACE - COST ESTIMATE
RECONSTRUCTION
APRIL 2017**

ITEM	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT
702.1	246	S.Y.	EXCAVATION AND DISPOSAL OF EXISTING SIDEWALK	\$ 8.00	\$ 1,968.00
120.1	10	C.Y.	UNCLASSIFIED EXCAVATION	\$ 30.00	\$ 300.00
129.01	405	S.Y.	BITUMINOUS EXCAVATION BY COLD PLANER (2")	\$ 4.00	\$ 1,620.00
151	10	C.Y.	GRAVEL BORROW	\$ 20.00	\$ 200.00
170	265	S.Y.	FINE GRADING & COMPACTING	\$ 3.00	\$ 795.00
460	48	TON	BITUMINOUS CONCRETE PAVEMENT CLASS 1 @ 1 1/2"	\$ 82.00	\$ 3,936.00
472	10	TON	PATCHING BACKEDGE OF DRIVEWAYS (HANDWORK)	\$ 200.00	\$ 2,000.00
483.5	160	L.F.	SAWCUTTING PAVEMENT & CONCRETE	\$ 2.00	\$ 320.00
701	132	S.Y.	CONCRETE SIDEWALK	\$ 55.00	\$ 7,260.00
701.1	114	S.Y.	CONCRETE DRIVEWAY	\$ 65.00	\$ 7,410.00
701.2	28	S.Y.	CONCRETE WHEELCHAIR RAMP	\$ 95.00	\$ 2,660.00
590	150	L.F.	REMOVE & STACK CURBING	\$ 6.00	\$ 900.00
			Sub-total		\$ 27,401.00
			15% Contingency		\$ 4,110.15
			8% Police Detail		\$ 2,192.08
			Total		\$ 33,703.23

Note: These costs are approximate only and were determined using pre-determined item costs specified in the current Town Paving contract. Final costs should be determined from a proposal submitted by the selected contractor. Costs may vary due to unforeseen conditions, weather related events and fluctuating material costs.

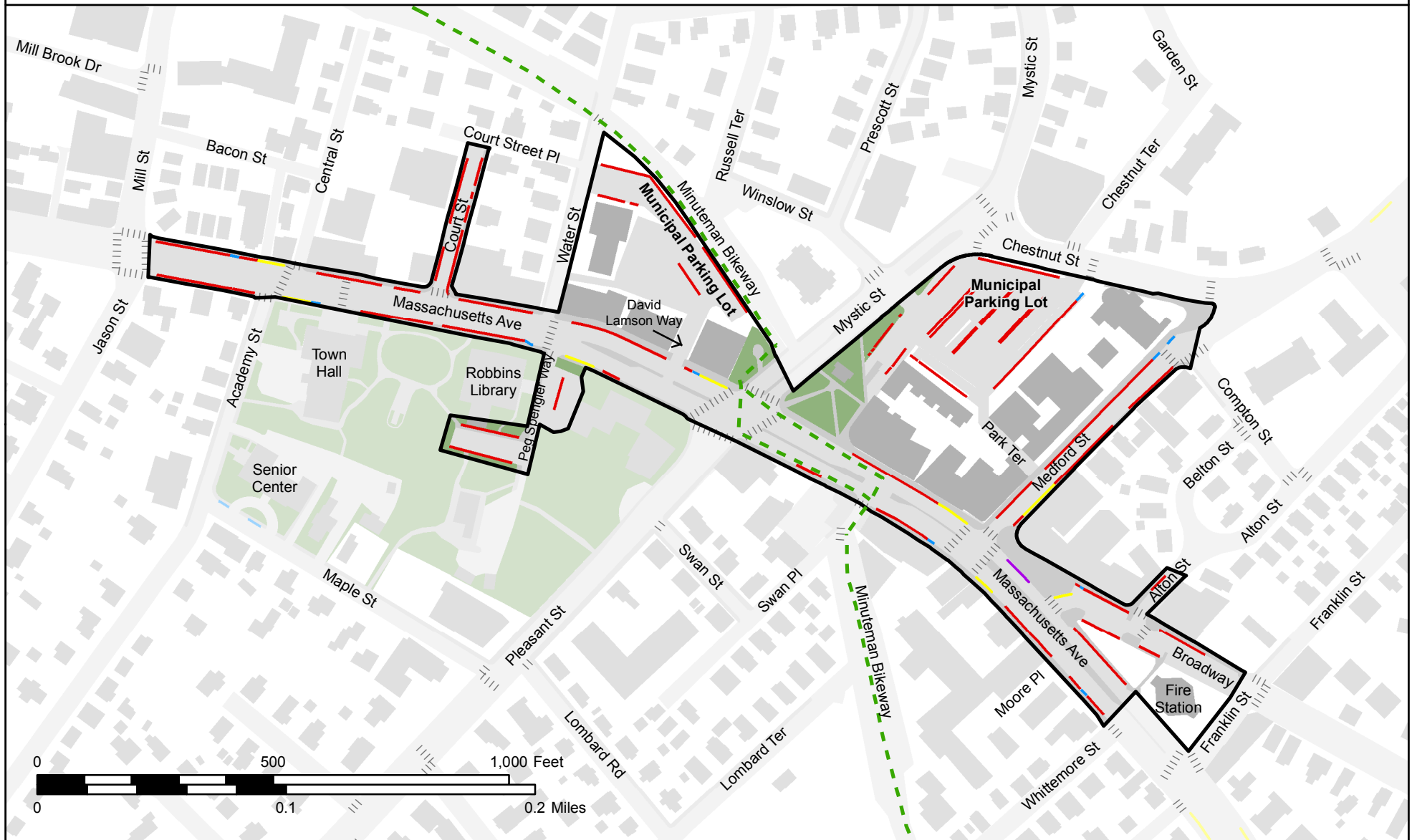
Parking Benefit District

Town of Arlington, MA



The information shown on this map is from the Arlington Geographic Information System (GIS) database and is intended for informational purposes only. The Town of Arlington has made reasonable efforts to ensure accuracy of the content, but does not guarantee the accuracy of the information. Users are responsible for determining its suitability for their intended use or purpose.

Map for planning purposes only, created by the Arlington GIS Office, last update 4/4/2017.



Article 39

APPROPRIATION/PARKING OPERATING COSTS

VOTED: That the Town does hereby approve the following expenditures from the Parking Fund:

Projected Fiscal Year 2018 Meter Revenue	\$425,000
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Offset to Parking Budget 13	\$45,848
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Offset to Parking Enforcement Budget 20	56,437
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Parking meter operations	<u>172,479</u>
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Projected expenditures	\$274,764
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Available balance for other parking related expenditures to be approved by a future Town Meeting	\$150,236
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COMMENT: The Finance Committee is committed to the primacy of Town Meeting review of Town expenditures whether it is through the budgets, warrant articles, enterprise funds or revolving funds. The establishment of the Parking Fund last fall and the move to create a parking district has complicated this review, because the funds can be spent without appropriation. The Town Manager has committed to a public process and the bringing of these expenditures before Town Meeting, but that obviously does not commit a future administration. The solution is the creation of a Town bylaw that establishes this requirement and sets up the process. Unfortunately there is no article in the current warrant that allows this to happen within its scope. Therefore the Finance Committee is recommending the above motion to allow Town Meetings review and approval of the known expenditures for next year and return at the next Town Meeting with either a bylaw or other procedure in conformance with Department of Revenue guidance that spells out the approval process and any further expenditures.